

ORDER FOR SUPPLIES AND SERVICES				IMPORTANT: See instructions in GSAR 553.370-300-1 for distribution		PAGE 1 OF 2 PAGE(S)	
1 DATE OF ORDER 03/09/2020		2 ORDER NUMBER 47QFRA20F0018		3 CONTRACT NUMBER GS00Q14OADS301		4 ACT NUMBER A21301050	
FOR GOVERNMENT USE ONLY	5. ACCOUNTING CLASSIFICATION				6. FINANCE DIVISION		
	FUND 285F	ORG CODE Q08FA000	B/A CODE AA20	O/C CODE 25	AC	SS	VENDOR NAME
	FUNC CODE AF151	C/E CODE H08	PROJ /PROS NO	CC-A	MDL	FI	G/L DEBT
	W/ITEM	CC-B	PRT /CRFT		AI	LC	DISCOUNT
7 TO: CONTRACTOR (Name, address and zip code) John Millward ADDX CORPORATION 4900 SEMINARY RD STE 700 ALEXANDRIA, VA 22311-1878 United States (b) (6)				8 TYPE OF ORDER B DELIVERY		REFERENCE YOUR	
				Please furnish the following on the terms specified on both sides of the order and the attached sheets, if any, including delivery as indicated			
				This delivery order is subject to instructions contained on this side only of this form and is issued subject to the terms and conditions of the above numbered contract			
				C MODIFICATION NO 000 TYPE OF MODIFICATION:		AUTHORITY FOR ISSUING	
9A EMPLOYER'S IDENTIFICATION NUMBER (b) (6)			9B CHECK, IF APPROP WITHHOLD 20%		Except as provided herein, all terms and conditions of the original order, as heretofore modified, remain unchanged		
10A CLASSIFICATION A5 Veteran Owned Business				10B TYPE OF BUSINESS ORGANIZATION C Corporation			
11 ISSUING OFFICE (Address, zip code, and telephone no.) GSA Region 08 GLENN A KOWALLIS W 6TH AVE and KIPLING ST LAKEWOOD, CO 80225-0546 United States (303) 236-1124		12 REMITTANCE ADDRESS (MANDATORY) ADDX CORPORATION 4900 SEMINARY RD STE 570 ALEXANDRIA, VA 22311-1878 United States		13 SHIP TO(Consignee address, zip code and telephone no.) John DeCaprio 7879 Wardliegh Rd Hill AFB, UT 84056 United States (b) (6)			
14 PLACE OF INSPECTION AND ACCEPTANCE John DeCaprio 7879 Wardliegh Rd Hill AFB, UT 84056 United States				15 REQUISITION OFFICE (Name, symbol and telephone no.) Bruce R Black GSA Region 08 PO Box 25526 Denver, CO 80225-0000 United States (b) (6)			
16 F O B POINT Destination		17 GOVERNMENT B/L NO		18 DELIVERY F O B POINT ON OR BEFORE 03/09/2021		19 PAYMENT/DISCOUNT TERMS NET 30 DAYS / 0 00 % 0 DAYS / 0 00 % 0 DAYS	
<p align="center">20. SCHEDULE</p> <p>This task order is awarded against the One Acquisition Solution for Integrated Services (OASIS) Small Business (SB) Pool 3 GWAC contract number GS00Q14OADS301 (Addx Corporation) The contractor shall provide all non-personal services required by the Performance Work Statement (PWS) and in accordance with (IAW) the applicable Pricing Schedule and Contract Line Item Numbers (CLINs)</p> <p>The Base Period of Performance for this Contract is March 10, 2020 thru March 9, 2021 The Option periods are also specified below: Option Period 1: March 10, 2021 thru March 9, 2022, Option Period 2: March 10, 2022 thru March 9, 2023, Option Period 3: March 10, 2023 thru March 9, 2024, Option Period 4: March 10, 2024 thru March 9, 2025</p> <p>Total Contract Value of the Base Period and all Options (if exercised) is: (b) (4)</p> <p>The following Attachments are hereby incorporated into this task order: a) Attachment 1 ¿ Performance Work Statement (PWS) b) Attachment 2 ¿ Pricing Schedule c) Attachment 3 ¿ Conformed Award ¿ Terms and Conditions</p>							



**PERFORMANCE WORK
STATEMENT (PWS)FOR
A-10C Communications System
Modernization**

16 February 2022

1.0 SCOPE

1.1 TITLE: A-10C Communications System Modernization

1.2 BACKGROUND

The A-10C is in need of communication modernization as the current Aircraft Radio Communications (ARC)-210 Gen 4 (P/N RT-1851A (C), NSN 5821-01-538-1450CA) will soon be out of crypto compliance. The current legacy UFO Satellite constellation is being replaced by the Mobile User Objective System (MUOS) and HaveQuick is being replaced by the Second Generation Anti-Jam Tactical UHF Radio for NATO (SATURN) which the Gen 4 is incompatible with. Currently the Air National Guard/ Air Force Reserve A-10C fleet are equipped with two ARC-210 Gen 4 radios. The A-10C ARC-210 Gen 4 needs to be replaced with the crypto compliant, ARC-210 Gen 6 (P/N RT-2036 (C), NSN 5821-01-657-1359). The Gen 6 radio is also capable of MUOS with a new High Powered Amplifier and Low Noise Amplifier (HPA/LNA). The current Radio Control Unit (RCU) C-12561A (NSN 5821-01-464-6949BY, P/N 822-1276-002) will need to be replaced with a C-12561B RCU (P/N 822-1276-006, NSN 5895-01-657-1362) for MUOS operations. The ARC-164 radio (RT-1505C, NSN 5821-01-471-2263) will be removed and replaced with one of the more capable ARC-210 Gen 4 radios displaced by the Gen 6.

1.3 PURPOSE/SCOPE

The purpose of this effort is to continue the sustainment and modernization of the A-10 aircraft avionics systems begun under recent studies consistent with the requirements of the Avionics System Architecture Plan (AvSAP). The tasks involve analysis, development, testing, documentation and providing the necessary, production kits and options to install the upgraded systems into the A-10C aircraft.

1.4 REQUIREMENTS:

The Government requires Increment One, Two, and Three to be accomplished in accordance with the Non-Recurring Engineering Milestone Schedule in paragraph 1.5. Increment test kits shall be delivered in accordance with the Milestone Schedule. The following test kit quantities are required:

- Increment 1 ARC 210 Gen 6 Test A Kits: Four (4)
- Increment 2 ARC 210 Gen 4 Test A Kits: Four (4)

1.4.1 INCREMENT ONE

This task will be to provide integration design (Hardware/Drawings/Modeling/Training) certification and test of two ARC-210 Gen 6 (RT-2036C) radios, a Radio Control Unit (RCU) (C-12561B) and any associated ancillary equipment such as brackets, mounts, antennas, and wiring required to install them into the A-10C aircraft.

This work also includes but is not limited to:

- Provide A-kits for the aircraft that have not complied with TCTO 1A-10C-526 Approx. 117 aircraft
- Update TCTO 1A-10C-526 and associated Installation drawings to reflect current A-10C configuration.
- Providing the Technical Order source data and installation Time Compliance Technical Order (TCTO) to install the Gen 6 radios and RCU.
- Certifying the ARC-210 Gen 6 for Air Worthiness/Cyber Security
- Include safety related EMI/EMC assessments as approved by Joint Spectrum Center for safe emissions to personnel, fuels and weapons
- Ensuring any disturbed systems are properly assessed for impacts
- Ensuring all A-10C qualification testing is conducted by the vendors to A-10 standards
- Ensuring all support equipment aspects to properly use aircraft equipment's are considered and resolved and documented for fielding purposes
- Due to government jet availability, trial vehicle installs are not able to start until September of 2021. The following events and documents are required to be completed following the installs.
 - Trial Vehicle Installation (2 installs)
 - TO Source Data completion and delivery

1.4.2 INCREMENT TWO

This task will provide integration design (Hardware/Wiring/Drawings/Modeling) certification and test for the removal and replacement of the ARC-164 radio with the ARC-210 Gen 4 radio and RCU model C-12561A. The Gen 4 RT and RCU need to run off the 28V ESNTL BUS. The Gen 4 RT and RCU needs to be controlled through the Av2 1553 Data BUS, with RCU control available as a backup. This task will also include the design (Hardware/Wiring/Drawings/Modeling) certification and test of Ethernet wiring for the ARC-210 Gen 6 (RT-2036C) Radios and Radio Control Unit. This includes any associated ancillary equipment such as brackets, mounts, antennas, and wiring required. This design is required to maintain 1553 Bus Control of the ARC-210 Gen 6 radios but will lay in Ethernet wiring for future control and software loading.

This work also includes but is not limited to:

- Providing the Technical Order source data and installation TCTO
- Include safety related EMI/EMC assessments as approved by Joint Spectrum Center for safe emissions to personnel, fuels and weapons
- Ensuring any disturbed systems are properly assessed for impacts
- Ensuring all support equipment aspects to properly use aircraft equipment's are considered and resolved and documented for fielding purposes
- Ensuring all A-10C qualification testing is conducted by the vendors to A-10 standards
- Maintain 1553 Bus Control of Gen 6 RT and RCU but lay in Ethernet wiring for future control and software loading
- Lay in wiring for the Gen 4 RT and RCU to be controlled through the Av2 1553 Data BUS, with RCU control available as a backup..
- Remove and replace all existing coaxial cabling that currently connects the RT to all associated systems.
- The wiring for Gen 6 radios and RCU are going to be combined with Increment 2 to be accomplished at the same time. The following documents and events are left to be completed:
 - Critical Design Review and associated CDRLs. (14 CDRLs in total. Excludes Gen 6 wiring CDRLs as they are already received)
 - Test Readiness Review and Airworthiness CDRL delivery (6 CDRLs total. Excludes Gen 6 wiring CDRLs as they are already received)
 - Trial Vehicle Installation (2 installs) and associated CDRL
 - Functional Configuration Audit/ Physical Configuration Audit meeting and associate CDRLs (9 CDRLs in total)
 - Kit Proof Installation (1 install) and associated CDRLs (6 CDRLs)
 - 75% In-Process Review and associated Technical Order updates
 - TO Source Data completion and delivery
 - TCTO Verification
- Due to a dependency on another A-10 SPO program the Critical Design Review had to be moved from July 2021 to October 2021. This led to a delay in the schedule and the POP for Increment 2 now needs to be extended from finishing in July 2022 to August 2022.

1.4.3 INCREMENT THREE



(b) (4)

1.1.4 INCREMENT FOUR (Optional CLINS (Manufacture/Procure A-Kits)

Kits will need to be procured for each modification. A Diminished Manufacturing Source & Material Shortages (DMSMS) Plan will be required [CDRL A049] will be required for all obsolete material.

Task 1 ARC-210 Gen 6 installations to begin in 2022. Order Quantity and Delivery of kits TBD

1. A-kits for TCTO 1A-10C-526 (this TCTO is a prerequisite for single ARC 210 jets) QTY- 117
2. A-kits for TCTO 1A-10C-Gen 6 QTY – 284 plus spares (10 each)
3. C-kits for TCTO-617 harness W1342 (this portion of TCTO is a prerequisite for single ARC 210 jets) QTY-117
4. B-kits (LRUs provided by the Gov) Qty – 284 plus spare

Task 2 – Future Option Year: ARC-210 Gen 4 installations. Order Quantity and Delivery of kits TBD:

1. A-kits for TCTO 1A-10C-Gen 4 QTY- 284. Production kits should be updated to contain replacement coaxial cabling and lay in wiring for the Gen 4 RT and RCU to be controlled through the Av2 1553 Data BUS, with RCU control available as a backup.
2. B-kits (GFE) QTY-284

Task 3 MUOS/SATCOM HPA/LNA. Order Quantity and Delivery of kits TBD:

1. A-kits for TCTO-1A-10C-MUOS QTY – 284 plus spares (10 each)
2. B-kit (TBD) QTY-284 plus spares

1.4.5 INCREMENT FIVE (Optional CLINS installation: Locations and Dates TBD

This task will be to perform the TCTO installations described in Tasks 1 through 3 on 284 A-10Cs at various USAF and ANG locations shown in Section 2.5. Provide pricing for installations of all TCTOs to include any additional install costs associated with additional cabling for Increment 2. Provide any installation costs for TCTO-617 C-Kit. Installation of the Gen 6 A-kit and Gen 4 A-kit will be combined to occur at the same time. Provide updated pricing for these to be accomplished at the same time under one CLIN.

****If INCREMENT Five is exercised, the Government anticipates installs to begin in 2022 thru 2025 and shall be based on aircraft availability at the locations provided. A schedule of aircraft and locations for installs shall be provided at the time this option is exercised.**

1.5 MILESTONE SCHEDULES

1.5.1 COMBINED MILESTONE SCHEDULE

Month	Mod 5 Inc 1	Mod 5 Inc 2
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(b) (4)

2.0 GOVERNMENT FURNISHED INFORMATION

2.1 APPLICABLE REFERENCE DOCUMENTS

Document No.	Date	Title
AFI 63-131_AFMCSUP_I	4-Dec-13	Modification Management
EIA-632		Processes for Engineering a System
EIA-649-1	4-Mar-15	Configuration Management Requirements for Defense Contracts
MIL-HDBK-516C	12-Dec-14	Airworthiness Certification Criteria
MIL-HDBK-61A	7-Feb-01	Configuration Management Guidance
MIL-HDBK-704A	9-Apr-04	Guidance For Test Procedures For Demonstration of Utilization Equipment Compliance to Aircraft Electrical Power Characteristics 28 VDC
MIL-STD-130N(1)	16-Nov-12	Identification Marking of US Property
MIL-STD-461G	11-Dec-15	Requirements for the Control of Electromagnetic Interface Characteristics of Subsystems and Equipment
MIL-STD-704A	9-Aug-66	Aircraft Electric Power Characteristics
MIL-STD-810G	15-Apr-14	Environmental Engineering Considerations and Laboratory Tests
MIL-STD-882E	11-May-12	System Safety
SARHN0537, Rev B	1-Aug-14	Safety Assessment Report
TM-8601Q	04-Oct-20	AF Technical Manual Contract Requirements (TMCR)
TR832HN0533, Rev A	29-Jan-14	Failure Mode, Effects & Criticality Analysis (FMECA) Report
TR832HN0535	18-Mar-11	Structural Update
TR932HN0536, Rev A	24-Jan-14	Weight and Balance Update
TR932HN0545	4-Nov-15	Failure Mode Effect Testing (FMET) Report
SA220R0307	30-Apr-96	A-10A Shock, Vibration and Acoustics Qualification Procedures for Aircraft Equipment
AFI 31-601_AFMCSUP_I	21-Jul-15	Industrial Security Program Management

AFMCI 63-1201	28-Mar-17	Implementing Operational Safety Suitability and Effectiveness (OSS&E) and Life Cycle Systems Engineering (LCSE)
AFPAM 63-113	17-Oct-13	Program Protection Planning for Life Cycle Management
DoDI 5000.02	7-Jan-15	Operation of the Defense Acquisition System
DoDI 5200.39	28-Dec-10	Critical Program Information (CPI) Protection Within the DOD
GEIA-STD-0005-1A	1-Mar-12	Performance Standard for Aerospace and High Performance Electronic Systems Containing Lead-free Solder
MIL-HDBK-2164A	19-Jun-96	Environmental Stress Screening Process for Electronic Equipment
MIL-HDBK-217F	28-Feb-95	Reliability Prediction of Electronic Equipment
MIL-STD-1472G	11-Jan-12	Human Engineering
MIL-STD-31000A	26-Feb-13	Technical Data Packages
MIL-STD-686C	26-Oct-01	Cable and Cord, Electrical; Identification Marking and color coding of
SAE-GEIA-859	24-Nov-14	Data Management
TO 1-1A-14	13 Apr 19	Installation and Repair Practices, Aircraft Electric and Electronic Wiring
SAE AS50881G	6 Aug 19	Wiring, Aerospace Vehicle
12-A10DOC-002		A-10 PLM Data Exchange Specification (ADES)
13-A10DOC-001		A-10 2D Drawing to 3D Model Migration Specification
11-A10DOC-005		A-10 NX Drafting Standard
08-ADOC-001		A-10 Drawing Practice
11-ADOC-004		A-10 3D Modeling Specification
12-A10DOC-009		A-10 3D Model Validation Specification

2.2 GOVERNMENT FURNISHED EQUIPMENT

Description	Qty.	Part Number	NSN	Date Available
ARC-210 Gen 6 (RT-2036) radio	10	822-3347-001	5821-01-657-1359	
Radio Control Unit (C-12561B) Or equivalent	5	822-1276-006	5895-01-657-1362	
Avionics Relay Box	1	160D145225-55	5945-01-613-4716	03 January 2021
ARC-210 Gen 4 Mounts	4	6224964001	5975010816489	

2.3 GOVERNMENT FURNISHED INFORMATION

Description	Date	Date Available
Aircraft Power Electric Loads Analysis	Latest	Upon Request
Aircraft Technical Orders	Latest	Upon Request
Other Drawings/Schematics/Models	Latest	Upon Request

2.3.1 Government Property

There is no anticipated Government Furnished Property (GFP) for this effort. If it is later determined that use of GFP is necessary to complete tasking, the Government will provide on an “as needed” basis. The Contractor shall establish and maintain records of all GFP in accordance with FAR Part 45, DFAR 245, AFFARs 5345, and as required in other DoD regulations/supplements.

2.3.2 Protecting Government Property

The Contractor shall protect Government property to prevent damage during the period of time the property is in the possession of the Contractor. The Contractor shall report promptly to the Administrative Contracting Officer (ACO) all available facts relating to each instance of damage to Government property (A010).

2.4 PLACE OF PERFORMANCE FOR TASK ONE

The location the contractor will have access to review a jet for design work is still to be determined.

2.5 PLACES OF PERFORMANCE FOR OPTIONAL TASK FIVE

Facility/Access	Date Available
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(b) (5)

3.0 REQUIREMENTS

3.1 GENERAL REQUIREMENTS

3.1.1 Travel

Travel is anticipated on this contract, for TO reviews, installs and testing
Travel will be paid in accordance with the Joint Travel Regulations. Travel arrangements will be coordinated with the Contracting Officer’s Representative (COR) and will require pre-approval.

3.1.2 Notification of Rights

3.1.2.1 Unlimited Data Rights

The Government shall have unlimited rights to items, components, systems, processes, computer software and technical data developed, or previously developed if it is delivered as a part of this contract, by the prime contractor or its subcontractors. Software procured by the prime contractor shall have the licensing agreement(s) passed through to the Government. The US Government shall have unlimited rights in all data developed under this PWS that meet the criteria defined in DFARS 227.7103-5 and DFARS 252.227-7013(a)(15). Unless as specified by PWS, and despite DFARS 252.227.7013(f), all such documents/software shall be marked “unlimited rights” as follows:

UNLIMITED RIGHTS

Contract No.

Contractor Name

Contractor Address

The Government's rights to use, modify, reproduce, release, perform, display, or disclose these technical data are unlimited. No restrictions apply.

3.1.3 Disposition of Excess Material and Contractor-Acquired Property (CAP)

The contractor shall deliver a list of all CAP [CDRL A001] items. The contractor shall identify and receive written disposition instructions from the Administrative Contracting Officer (ACO) for all excess material and CAP.

3.2 PROGRAM MANAGEMENT

The contractor shall perform administrative, technical, financial management, and eCMRA reporting [CDRL A002] functions during the course of this effort and shall maintain a status of their effort towards achieving the objectives, including all technical activities and efforts, problems/deficiencies, impacts, and recommended solutions. It shall provide a forecast of work to be accomplished during the upcoming month. This report shall include status and progress towards open milestones that are active, or scheduled to become active, according to the delivery schedule. The contractor shall identify actions being taken to correct schedule deficiencies. Changes from previous reports shall be highlighted and explained. The contractor shall establish an IMS. Approved IMP and/or IMS updates shall be reflected in this report. The contractor shall report any situation requiring immediate action by the Government using the most expedient means (teleconference, e-mail, or letter) and document the situation in the Monthly Status Report.

3.2.1 Single Manager

The prime contractor shall establish a single point of contact for the overall management effort.

3.2.2 Meetings

3.2.2.1 IPT Meetings

The contractor shall conduct separate weekly IPT meetings (with a conference phone line available) for program management and engineering. The prime contractor shall provide Minutes [CDRL A003] after each meeting within 5 days.

3.2.2.2 Technical Interchange Meetings (TIMs)

The contractor shall conduct TIMs as necessary in the performance of this task at a mutually agreed upon location. The content of the meeting can include the discussion of any information that has impact upon the task activities, including documentation contents or format.

3.2.2.2.1 The TIM shall not replace the PMR process. The prime contractor shall prepare an Agenda [CDRL A004] for each TIM. The Program Manager shall be consulted during development of the TIM agenda to ensure Government items are addressed. The prime contractor shall provide presentation materials no later than 48 hours prior to the TIM. The prime contractor shall provide Minutes [CDRL A003] after each TIM within 5 days.

3.2.2.3 Program Management Reviews

PMRs shall alternate between Government and contractor facilities unless otherwise approved by the ACO. PMRs shall be reflected in the IMS [CDRL A006], detailed in the IMP [CDRL 06], and updated in the Monthly Status Reports [CDRL A002]. PMRs shall be scheduled quarterly. The prime contractor, with concurrence from the Government, may schedule PMRs more or less frequently as tasks warrant. Both GSA and SPO representation shall be invited to all PMRs. A highlight of PMRs shall be projected schedule issues and contract impacts. The prime contractor shall prepare an Agenda [CDRL A004] for each PMR. The prime contractor shall consult the Program Manager and GSA contracting representative during development of the PMR agenda to ensure Government concerns are addressed. The prime contractor shall provide presentation materials to the SPO PM and GSA ACO no later than 48 hours prior to the PMR. The prime contractor shall provide to the SPO PM and GSA ACO the Minutes [CDRL A003] after each PMR within 5 days.

3.2.2.4 Kick-Off Meeting

The prime contractor shall hold a Kick-Off Meeting at agreed upon location within 30 calendar days of contract award. The purpose of the meeting shall be to review and gather available technical information applicable to the ARC-210 Gen 6 program and discuss the expected course of the program. The prime contractor shall submit an Agenda [CDRL A004] for the Kick-Off Meeting. The prime contractor shall consult the ACO and PM during development of the Kick-Off Meeting agenda to ensure Government concerns are addressed. The prime contractor shall provide presentation materials no later than 48 hours prior to the Kick-Off Meeting. The prime contractor shall provide the Minutes [CDRL A003] of the Kick-Off Meeting. The program kickoff meeting and preliminary design review shall be separate meetings held at locations mutually agreed upon by the contractor and the Government.

3.2.2.4.1 Technical Order Guidance Conference (TOGC)

The contractor shall conduct a TOGC within 60 calendar days after contract award at Hill AFB. The contractor shall host two technical order In-Process Reviews (IPR) to be held at a time and place mutually agreed upon by the contractor and the Government within this conference.

3.2.3 Scheduling

The contractor shall prepare and maintain an Integrated Master Schedule (IMS) [CDRL A005] and an Integrated Master Plan (IMP) [CDRL A007]. All schedule change requests that would result in a Payment Milestone change may trigger a contractor/Contracting Officer/SPO conference in the form of a Program Management Review as described in 3.2.2.3.

3.2.4 System Engineering Management Plan (SEMP)

The contractor shall develop a comprehensive SEM [CDRL A008]. The SEM shall include specific entrance and exit criteria for all critical events listed on the IMS. The SEM shall be reflected in the Integrated Master Plan [CDRL A007]. The prime contractor shall employ a disciplined and rigorous system engineering process conforming to EIA-632 during development and throughout production of the ARC-210 Gen 6.

3.2.5 Configuration Management Plan

The contractor shall develop and maintain a Configuration Management Plan (CMP) [CDRL A009] in addition to a Configuration Audit Plan [CDRL A009] to control the configuration of ARC-210 Gen 6, including the existence and disposition of non-conformances, throughout this effort. The plan shall follow the requirements of MIL-HDBK-61A

and EIA-649-1. The plan shall also meet the requirements of 08-A10 DOC-010 A10 Aircraft Integrated Configuration Management and Data Management Plan. The CMP shall demonstrate how compatibility shall be achieved with the A-10 System Program Office (SPO) Team-center A-10 Data Exchange Specification.

3.2.6 Design Reviews

3.2.6.1 System Requirements Review (SRR)

The SRR shall be a multi-disciplined technical review convened at the contractor's facility for the formal review of the System Requirements and the contractor's system solution. The data presented in the review shall provide evidence that the contractor's system solutions consistent with the system technical requirements. The contractor shall capture and distribute Minutes [CDRL A003].

3.2.6.2 Preliminary Design Review (PDR)

The PDR shall be a multi-disciplined technical review convened by the USG and the contractor's team, subsequent to the SRR and the decomposition of the system's functional performance and interface definitions, to determine whether the hardware preliminary design is complete, and the program is ready to start detailed design. The contractor shall conduct a PDR at the contractor's facility after completion of all technical analysis and development of a preliminary design approach. The contractor shall capture and distribute Minutes [CDRL A003].

3.2.6.3 Critical Design Review (CDR)

The contractor shall conduct a Critical Design Review (CDR), at their facility for the formal review of the product's detailed design. Completion of the CDR confirms that the design Product Baseline, Item Detail Specifications, Material Specifications, and Process Specifications is ready for the commencement of formal system integration. The contractor shall review detailed design results and the TDP. The contractor shall capture and distribute Minutes [CDRL A003].

3.2.6.4 Test Readiness Review (TRR)

The Government-led TRR shall be a multi-disciplined technical review to assess the readiness of the system plans and test procedures and/or its subsystems to proceed into formal testing (e.g. qualification testing, EMI/EMC, and other subsystem test events). If invited to the TRR, the contractor shall capture and distribute Minutes [CDRL A003].

3.2.7 Accident/Incident Report

The contractor shall submit to the CO and the COR an Accident/Incident Report [CDRL A010] during the course of execution should property damage or an injury occurs.

3.2.8 Programmatic Environmental Safety and Health Evaluation (PESHE) Plan

The contractor shall submit a PESHE [CDRL A011] detailing how they meet safe manufacturing and compliance with environmental regulations.

3.3 Safety Requirements

3.3.1 OSHA/Safety Plan

The Contractor shall deliver a Safety Plan (A014) as part of the Systems Engineering Management Plan (SEMP). The Contractor shall comply with all safety provisions, e.g., technical specifications, technical publications, Federal Occupational Safety and Health Standards (Title 29 CFR. Part 1910). If there is no applicable Occupational Safety and Health Administration (OSHA) standard, use other applicable nationally recognized sources of safety, health, and fire prevention standards referenced in the work requirements of this contract.

3.4 ENGINEERING REQUIREMENTS:

3.4.1 PLM Requirements

The contractor shall develop all systems and equipment compatible with the USAF two-level (organizational-level and depot-level) maintenance concept.

3.4.1.1. Digital Data, 2D Drawing and 3D CAD Modeling Delivery Requirements

The contractor shall:

Meet the minimum requirements specified below in regards to digital data, 2D drawings and 3D CAD modeling deliveries and creation/updating.

All digital data deliverables in this PWS shall be formatted for import into the A-10 TeamCenter environment using the “A-10 Data Exchange Specification” 12-A10DOC-002. In addition, drawing deliverables shall also be formatted for import into JEDMICS using the Ogden Air Logistics Complex, Engineering, “Digital Delivery Requirements and Metadata Instructions”. Data delivery schedule/frequency requirements are found in the CDRL for each specific task.

All tasks requiring the updating or creating of 2D drawings with or without 3D CAD models shall be accomplished using one of the methodologies listed in the current revision of the “A-10 2D Drawing to 3D Model Migration Specification” 13-A10DOC-001. Each task shall identify the specific methodology to be used along with any other requirements pertinent to the task. For updating, creating, and/or migrating 2D drawings into 3D models, one or more of the current revision specifications listed below will be required by each methodology to ensure a complete and accurate engineering TDP.

- a) 11-A10DOC-004- A-10 3-D Modeling Specification
- b) 12-A10DOC-009 A-10 3D Model Validation Specification
- c) 11-A10DOC-005-NX Drafting Specification (for CAD generated drawings/sheets)
- d) A-10 Drawing Practice 08-A10DOC-001

3.4.1.2 Model Based Definition (MBD)

All 3-D solid models, modified or created, for this contract shall be accomplished and delivered in Siemens NX format with complete history and parametric data. All CAD models shall be modeled according to the A10 3-D Modeling Specification #11-A10DOC-004, existing 2-D drawings, loft data (AF released loft surfaces), and other controlling documentation. Solid models shall be required for all temporary and permanent fasteners; these models shall be developed, approved, and provided by the A-10 SPO.

The prime contractor may use a translator to convert between NX and IGES/STEP/OTHER in support of their subcontractors, however, the prime contractor shall demonstrate the translation process to the Government and obtain Government authorization to proceed before manufacturing to the converted 3-D Solid Model. For a translator to be authorized, the contractor must show that the delivered 3-D Solid Model contains all of the necessary information required to accurately produce parts as defined in the original NX model. For any models that were translated, modified, and are deliverable back to the Government, the contractor shall demonstrate the reverse translation process and obtain Government authorizations before delivery. The translator will be demonstrated, but it is not required to be delivered to the Government. The 3-D models shall define product configuration per ASME Y14.41 Model only (aka “Model Based Definition”). The models shall be the masters and the drawings shall be derived from and refer to the models as appropriate.

3.4.1.3 Contractor Requirements

The Contractor shall develop and execute a plan for integrating, testing and validating a preferred solution for the ARC-210 Gen 6 radio upgrade, the RCU upgrade, the reutilization of the Gen 4 radio in place of the ARC-164 with

the old RCU and the replacement of the HPA/LNA. The final preferred solutions shall include those components listed in section 1.2 through 1.4 of this PWS, their effective integration and associated wiring harnesses. The 12 port GES will be utilized and a solution to run wiring from the Gen 6 radios and new RCU to the 2GES will be required. For this task, all drawing updates shall use the “*Updating and Existing 2D Drawing*” methodology, all new drawing creation shall use the “*Creating a New 2D Drawing*” methodology, and all 3D models with 2D drawings shall be updated/created using the “*2D Drawing with a 3D Model*” methodology. 3D models shall be updated/created using the A-10 3D modeling specification. The requirements for the preferred solution analysis, integration and validation are as follows:

3.4.1.4 Computer System Compatibility

The contractor shall maintain computer system compatibility with government computer systems operated in the A-10 SPO. The specific system requirements are:

- PC platform (Windows 7 or later)
- Microsoft Office Professional Edition 2003 or later
- MSC.NASTRAN 2005 Version R2
- MSC.PATRAN 2005 Version R2
- JEDMICS
- CITOMS
- AFGROW 4.0012.15 or later
- PROF V3
- Adobe Acrobat Professional 7.0 or later
- Adobe Acrobat Reader 7.0 or later
- StressCheck 7.0 or later
- MathCAD 12 or later
- CAD-Siemens NX 11
- PLM-Siemens Teamcenter 11

3.4.1.5 Data Transfer

The Contractor shall have system-to-system high-speed communications for data transfer to and from A-10 SPO, including full access to the internet.

3.4.1.6 Requirements Definition

The contractor shall conduct the Kickoff Meeting and Guidance Conference to discuss program planning, technical requirements, Technical Data Package and logistics issues. The contractor shall capture and distribute Minutes [CDRL A003]. The contractor shall define requirements for the integration of the GFE LRUs into the A-10C. The contractor shall show requirements traceability to the Government PWS. The installation and operation of the GFE LRUs shall not adversely impact the normal operation of any other existing aircraft system or component.

3.5 Quality Assurance

3.5.1 Qualifications

Quality control processes are critical to providing consistent, conforming product, to minimizing non-conforming product, and to meeting delivery schedule requirements. Therefore, it is critical that the prime contractor demonstrate their ability to practice exceptional quality control processes. The prime contractor or sub-contractor shall be AS 9100 certified. Vendors supporting manufacture of A-10 parts shall also be AS 9100 certified (or equivalent as approved by the Government) with quality control processes compatible with the prime contractor. The prime contractor shall demonstrate consistent supplier oversight, detection of non-conformances, communication of findings from subcontractor to prime contractor engineering and program management personnel, and communication of findings (along with the scope of the finding and proposed disposition) to the Government for disposition. [CDRL A012].

3.5.1.2 Quality Assurance Plan (QAP)

The prime contractor shall provide to the Government a Quality Assurance Plan (QAP) [CDRL A013]. The QAP shall define the quality control processes used by the prime contractor and their suppliers to ensure ARC-210 Gen 6 meets TDP requirements including dimensional accuracy, material selection, process, and interface compliance. The QAP shall address how production escapes, non-conformances, and product quality defect reports are to be handled. The Government shall review and approve the QAP prior to the prime contractor producing first article parts.

3.5.1.3 Subcontractor/Partner Quality Requirements

The prime contractor is responsible for ensuring that all subcontractors, partners, and sub-tier subcontractors/partners meet the prime contractor's quality system requirements. This includes the ability to provide transparency of non-conformances from the point of discovery to the point of delivery to the Government. The prime contractor shall demonstrate subcontractor/partners compliance with the prime contractor's quality system requirements to the Government. The means of verification shall include audits of the quality system compliance as well as physical on-site audits of the subcontractor/partner's processes, procedures, records, facilities, etc., as needed.

3.5.1.4 Independent Government Audit

The prime contractor, subcontractors, and partners are subject to independent Government or Government directed audits at any time to assure quality procedures and processes are followed.

3.5.1.5 Critical Safety Items (CSI) Requirements

Subcontractors and prime contractor shall adhere to AFI 20-106 "Management of Aviation Critical security Items."

3.5.1.6 Subcontractor/Partner Quality Requirements

The prime contractor is responsible for ensuring that all subcontractors, partners, and sub-tier subcontractors/partners meet the prime contractor's quality system requirements. This includes the ability to provide transparency of non-conformances from the point of discovery to the point of delivery to the Government. The prime contractor shall demonstrate subcontractor/partners compliance with the prime contractor's quality system requirements to the Government. The means of verification shall include audits of the quality system compliance as well as physical on-site audits of the subcontractor/partner's processes, procedures, records, facilities, etc., as needed.

3.5.1.7 Non-Conforming Product

The prime contractor shall develop a Non-Conformance Plan for handling non-conforming product found during manufacture, fabrication, prototyping, and installation at the Government facility. The plan shall address how the prime contractor will:

- Provide and maintain Material Review Board (MRB) certified staff required to meet fabrication and prototyping demands
- Interface with Defense Contracts Management Agency (DCMA) /A-10 SPO engineering for all non-conformances including elevation criteria
- Organize non-conformance data for trending, data access and delivery
- Format and package non-conformances by serialized items
- Obtain, track, and elevate prime/supplier non-conformances based on part number, defect type, cause code, organization, criticality, severity, and need for Government review
- Manage non-conformances identified during first article and installation at the Government facility
- Manage acceptable non-conforming product that affects installation at next higher assembly e.g. defective detail part manufactured at "supplier A" that is installed at "supplier B" and requires nonstandard work instructions for installation

3.5.1.8 Non-Conforming Product Authority

A-10 SPO engineering is the cognizant engineering authority for the disposition of all non-conforming product under this effort. A-10 SPO engineering may delegate limited DCMA oversight and authority for disposition of non-conforming product. DCMA may delegate limited prime contractor authority with A-10 SPO engineering concurrence based on a demonstrated level of expertise during the program.

3.6 Engineering Integration

3.6.1.1 Safety Assessment Report (SAR)

The contractor shall update the Safety Assessment Report [CDRL A014], limited to the scope of ARC-210 Gen 6 modification, if there are changes identified as a result of this task. The update shall cover electrical, mechanical, and human interfaces affected by the modification.

3.6.1.2 Site Survey

The contractor shall conduct a site survey at a to-be-determined Government facility in order to collect aircraft installation data to assure accuracy and configuration compatibility during the design effort. The contractor shall provide a Digital Picture Book [CDRL A015], in JPEG format, as part of a Site Survey Report [CDRL A016].

3.6.1.3 Integration Analysis

The contractor shall perform an analysis that verifies proper subsystems interaction resulting from delta integrations from the current design. The Integration Analysis [CDRL A017] shall cover as a minimum the aircraft structure, attaching structure, control system, and installation changes.

3.6.1.4 Failure Mode Analysis (CDRL A018/A019)

The Contractor shall accomplish and provide reliability predictions, maintainability predictions, and Failure Modes, Effects, and Criticality Analysis (FMECA) as well as the Failure Mode Effect Testing (FMET) Report [CDRL A019] for the ARC-210 Gen 6 R/T and RCU, and HPA/LNA.

CDRL Sequence No. A018 - Failure Modes, Effects, and Criticality Analysis Report (FMECA) - DI-SESS-81495

3.6.1.5 Reliability Analysis [CDRL A020]

The contractor shall analyze the reliability and determine the projected mean time between failure (MTBF) and the built-in-test coverage and present results at a critical design review. The contractor shall consider reliability, maintainability, and testability throughout the program and monitor component failure trends and institute corrective action as appropriate.

3.6.1.6 Stress Analysis [CDRL A021]

The contractor shall perform and document a complete stress analysis on any mechanical modifications to the airframe structure as a result of this installation.

3.6.1.7 Electrical Load Analysis [CDRL A038]

The contractor shall perform and document an electrical load analysis of the systems and their electrical demand on aircraft power in typical modes of operation.

3.6.1.8 Weight and Balance Analysis [CDRL A023]

The contractor shall provide the masses and locations of the ARC-210 Gen 6 system. The contractor shall perform a

weight and balance analysis to track weight and center-of-gravity of the components associated with this task. The contractor shall verify that this modification shall not result in deleterious effects to the aircraft performance and safety. The contractor shall perform an initial weight and balance analysis prior to trial-kit installation. The analysis shall identify any impact of changes to the original design and update aircraft weight and balance data.

3.6.1.9 Security Management/Program Protection Plan (PPP)

The Contractor shall comply with the security requirements specified in the Contractor's DD Form 254, Contract Security Classification Specification. The Contractor shall flow down the security requirements to subcontractors as applicable. A-10 SPO or the Government Program Manager will sponsor and assist with in-processing the documentation for base or area badges for access to government facilities, CAC, System Access Requests. Contractors requiring access to government Automated Information Systems (AIS) and controlled areas shall have background investigations and security awareness training completed within 90 calendar days of task order award. When the period of performance is complete or when contractor personnel cease work on this project, the contractor will have 5-working days to terminate all their network user account and to return all access cards and base identification badges.

The Contractor shall ensure applicable Contractor personnel have security clearances at the appropriate level for proper accomplishment of contract/order requirements. The security clearance shall be obtained in accordance with the DD Form 254, Department of Defense Contract Security Classification Specification. Contractor personnel whose clearances have been suspended or revoked shall immediately be denied access to classified information and/or CUI and classified items.

Program Protection Planning and Implementation: The contractor shall support the government by developing/updating the Program Protection Plan (PPP) to address the required elements in accordance with the guidance provided in AFPAM 63-113. After final government approval of the PPP, the contractor shall produce a Program Protection Implementation Plan (PPIP). Additionally, the contractor shall support annual inspections consisting of a review of contractor/subcontractor implementation of the government furnished program protection plan, is required at the government's discretion.

3.6.1.10 Controlled Unclassified Information (CUI):

The Contractor shall comply with DoDM 5200.01, Volume 4, DoD Information Security Program: CUI, Enclosures 3 & 4, for identification, protection and training requirements of CUI. The contractor shall be responsible for training their personnel and accomplishment of the out-processing procedures identified in DoDM 5200.01, Volume 4, Enclosure 4. The contractor shall comply with DoDM 5400.07/Air Force Manual 33-302, DoD Freedom of Information Act (FOIA) Program requirements. Protection of unclassified DoD information not approved for public release on non-DoD Information Systems will be protected IAW DoDI 8582.01, Security of Unclassified DoD Information on non-DoD Information Systems, Enclosure 3.

The Contractor shall distribute controlled unclassified information IAW DoD Instruction 3200.14, Principles and Operational Parameters of the DoD Scientific and Technical Information Program, and DoD Instruction 2040.02, International Transfer of Technology, Articles, and Services. The Contractor shall properly mark all such documents IAW DoD Instruction 5230.24, Distribution Statements on Technical Documents. Technical documents not subject to distribution are defined in DoD Instruction 5230.24, DoD Directive 5230.25, and DoD Manual 5010.12-M, Procedures for the Acquisition and Management of Technical Data.

3.6.1.11 Cybersecurity Vulnerability Report [CDRL A024]

The contractor shall implement a Cybersecurity (also referenced as Information Assurance) program and provide mission criticality analysis, vulnerability assessments, risk assessments, identification and countermeasures implementation, and technical support to assist the Government in complying with the instructions and guidance in the AFI 17-101, Risk Management Framework (RMF) for Air Force Information Technology; AFLCMC Cybersecurity Risk Management Framework (RMF) Standard Process 2.0, in particular, Attachment 2 Risk Management. The contractor shall define their application of supply chain risk management best practices, applied as appropriate to the design and development of the system and conduct a Critical Program Information Analysis.

DEMIL Code D; USML or CCL Military items -DEMIL required. Destroy items and components to prevent restoration or repair to a usable condition.

3.6.1.12 Operations Security (OPSEC):

The contractor shall ensure OPSEC is incorporated into the appropriate area of the contract IAW DoD Directive 5205.02E, DoD Operations Security (OPSEC) Program and AFI 10-701 Air Force OPSEC Program. The Contractor shall flow down all OPSEC requirements to subcontractors that handle Critical Information (CI). CI is defined as specific facts about friendly intentions, capabilities, or activities needed by adversaries to plan and act effectively against friendly mission accomplishment.

3.6.1.13 Critical Program Information (CPI) Identification/Protection:

The contractor shall identify CPI and Resident CPI (formerly called Critical Technology) which need to be protected. The CPI identified shall be approved by the USG Program Manager. The CPI identification shall include a review of the system, unique integration, support equipment and the Non-Resident design/process/material aspects of the program. All identified CPI shall be protected with appropriate countermeasures. In the case of Resident CPI the use of Anti-Tamper shall be considered and documented in an Anti-Tamper Recommendation Report in accordance with the DAG Chapter 13 and DoDI 5200.39. The contractor shall identify system security engineering requirements in the contractor's Requirements Management Specification, write Test Plans and accomplish Verification Testing to mitigate protection risks to an appropriate level.

3.6.1.14 Common Access Card (CAC):

The Contractor shall ensure a CAC is obtained by all contractor/subcontractor personnel who require access to DoD computer networks/systems, for DoD facility entry control and/or for physical access to facilities and buildings to perform tasks under the contract/order. The Contractor shall provide a list of contractor/subcontractor personnel who require a CAC to the PCO. The Government will provide the Contractor instruction on how to complete a Contractor Verification System (CVS) application and notify the Contractor of approval/disapproval of contractor/subcontractor personnel application. Contractor/subcontractor personnel shall obtain the CAC from the local Real Time Automated Personnel Identification Documentation System (RAPIDS) issuing facility [usually the Military Personnel Flight (MPF)]

The Contractor shall immediately report a lost or stolen CAC as directed by local Government policy. The Contractor shall notify the PCO of any change to the list of contractor/subcontractor personnel who require a CAC and provide an updated list within five business days. The Contractor shall return a CAC within five business days once contractor/subcontractor personnel no longer require computer network/system access and/or facility access. The Contractor shall return an expired CAC within five business days after the expiration date. The Contractor shall return any and all CACs within five business days after completion/termination of the contract as directed by local Government policy.

3.6.1.15 Airworthiness Specification

The contractor shall prepare a Modification Airworthiness Certification Criteria Report (MACC) [CDRL A026] for all the impacted airworthiness criteria as agreed with the Government. The contractor shall prepare an Airworthiness Certification Criteria Report [CDRL A026] of all the airworthiness criteria impacted by this modification using MIL-HDBK-516C as a guide. This will include a local checklist for temporary and permanent radio studies and analysis.

3.7 System Modification

3.7.1.15 Architecture Development

The Contractor shall provide data to allow the 309 SMXG to employ an Interface Control Document (ICD) and other interface data. This will allow the 309 SMXG to integrate the contractor's product successfully into the A-10C

software architecture. A systems requirements review shall be conducted with the 309 SMXG during scheduled IPRs to review contractual requirements and verification methods. The Gov. retains final sign-off authority.

3.7.1.16 Technical Data Package (TDP)

The Contractor QAP shall address standard company manufacturing quality control practices and documented processes for all increments listed in this PWS. In addition, the QAP shall include all relevant company certifications like Computer Maturity Model Integration (CMMI) and International Standards Organization (ISO) for all increments outlined in this PWS.

The contractor shall abide by the TMCR 86-01Q and the A-10 Technical Order Process Plan (TOPP) for the Source Data deliveries for entry and exit criteria for all Technical Data/order process requirements. The following sections of the TOPP and TMCR provide an outline for the contractor required processes:

Technical Order Process Plan (TOPP):

TOPP Section 3.3.7 – In Process Review 1 (IPR 1) – 30%-40% review.

TOPP Section 3.3.10 – In-Process Review 2 (IPR 2) – 70-80% review.

TOPP Section 3.3.12 – Validation/Certification

TOPP Section 3.3.20 – Final Delivery

TMCR 86-01Q – outline of applicable Contractor requirement paragraphs:

Para. 2, TO Program Scope

Para. 10, TO Quality

Para. 10.1, TOGC

Para. 10.2, In-Process Reviews IPR #1 (35%) and IPR #2 (75%)

Para. 10.3, TO Delivery Requirements for In-Process Reviews

Para. 10.4, TO Certification (Validation)

Para. 10.5 Verification Support

Para. 12 Source Data Maintenance

Para. 14, Schedules

Para. 15 (15.4 Only) Time Compliance Technical Orders (TCTOs)

Table 2. Sustainment/Modification Updates TM Type Selections

Table 3-Linear TM Delivery Requirements

Attachment 1 (General Guidelines and Computer Graphics Metafile (CGM) only)

The TMCR 86-01Q supersedes any other documentation regarding Technical and Source Data. Reference CDRL No. A031 for the TMCR requirements.

CDRL Sequence No. A029 - Technical Data Package - DI-SESS-80776A

CDRL Sequence No. A031 - TMCR 8601 - TM-86-01Q

CDRL Sequence No. A013 Quality Assurance Provisions - DI-SESS-80789A

3.7.1.2.1 Technical Data Package – In-Process Review 1

The following paragraphs will outline the completion of regarding the technical/source data requirements:

Technical Order 35% Review

Completion of this line item will occur when the Government has reviewed, completed, and returned the AF 158 to the contractor. Air Force form 158 outlines all applicable alterations, edits, and additions to the Technical Source Data at the conclusion of In-Process Review 1. The contractor will be paid once the Government has returned the Government completed AF 158 for IPR 1.

3.7.1.2.2 Technical Data Package – In-Process Review 2

The following paragraphs will outline the completion the technical/source data requirements:

Technical Order 75% Review

Completion of this line item will occur when the Government has reviewed, completed, and returned the AF 158 to the contractor. Air Force form 158 outlines all applicable alterations, edits, and additions to the Technical Source Data at the conclusion of In-Process Review 2. All alterations, edits, and comments from IPR 1 must be completed/addressed prior to Government approval of completion of IPR2. The contractor will be paid once the Government has returned the Government completed AF 158 for IPR 2.

3.7.1.2.3 Technical Data Package – Delivery of Technical Data

The following paragraphs will outline the completion of the technical/source data requirements:

Delivery of Technical Data

The Contractor shall have completed the Contractor Validation/Certification of the technical/source data. Once complete, the Contractor shall send the Government the technical/source data for the Government to complete Verification. Completion of this line item will occur when the Government has completed Verification and all alterations, edits, and additions have been made to the final Technical/Source Data. The Government will accept/approve final technical/source data when final delivery and acceptance of CDRL No. A029. Once CDRL No. A029 has been signed and accepted by the Government, the contractor will have completed all technical/source data deliverables.

3.7.1.2.3.1 Product drawings and associated lists

TDP shall include, but is not limited to, all Engineering Drawings, Associated Lists, and Specification Trees [CDRL A027]. The TDP shall specify a kit or kits appropriate for the configuration of A-10C identified in the survey of Section “3.6.1.2 Site Survey.”

3.7.1.2.3.2 TCTOs

The TDP shall include a Time Compliance Technical Order (TCTO) [CDRL A028] IAW MIL-STD-38804 for the integration of Increments 1, 2, and 3.

3.7.1.2.3.3 Eos

The TDP shall include Engineering Orders (EOs) [CDRL A029] for all applicable A-10 drawings that are modified or created as part of the TDP. The contractor shall provide 2D drawings accompanied by 3D drawings/models of the mechanical and structural interfaces of the ARC-210 Gen 6 with the aircraft, and of exterior mold lines of LRUs and bracketry. All 2D and 3D drawings shall be in compliance with, ASME Y14.100, Engineering Drawing Practices and the A-10 System Program Office documents listed in Section “2.1 Referenced Documents.” All sustainment data is to be Teamcenter compatible for updates. For engineering product definition data not created using Government funding, source control drawings shall be required. The contractor shall document and maintain configuration control for any hardware or software form, fit, function, or interface that is affected by system modifications [CDRL A030].

3.7.2 Sustainment Data

The contractor shall design, produce, maintain and deliver T.O. Source Data [CDRL A031] that accurately depicts the final product. The contractor shall coordinate with the Government for wire, harness, drawing and RDI numbers. Source data shall represent the approved, tested, and accepted configuration of the defined delivered item(s). Source data shall include, but is not limited to, engineering drawings, electrical schematics, theory of operation, and procedures for installation, maintenance, troubleshooting, and removal of the ARC-210 Gen 6. The contractor shall support T.O. development throughout the in-process reviews and T.O. verification. Support includes attendance at government T.O. In Process Reviews conducted by both pilots and maintainers and T.O. verification and validation events prior to the contractor’s product going to Operational Test.

3.7.2.1 T-2 Modification/Flight Clearance

The contractor shall provide a complete T-2 modification Package [CDRL A025] and support efforts to obtain an aircraft flight clearance. The contractor shall base the T-2 modification efforts on AFI 63-131, *Modification Program Management* and comply with the procedures defined in the A-10 System Program Office Operating Instruction 63-02, *Configuration Change Proposal Development and Approval*. The contractor provided data shall include, but is not limited to, Failure Modes, Effects, and Criticality Analysis Report (FMECA), aircraft and hardware wiring requirements, engineering data and drawings for hardware integration, electrical loads analysis, environmental qualification reports, A-10 specific shock and vibration qualification in accordance with SA220R0307.

3.8 Provisioning

The contractor shall identify and recommend logical spare/repair parts sufficient to meet ARC-210 Gen 6 R/T and RCU, and HPA/LNA system/equipment operation and supportability in accordance with the AFI 63-101/20-101. The contractor shall define the Provisioning Parts List (PPL) [CDRL A032] of new and modified items. Identify the end item, component or assembly, and all support items which can be disassembled, reassembled, or replaced, and when combined, constitute the end item component or assembly.

PPL includes: Items such as parts, materials, connecting cabling, piping and fittings required for the operation and maintenance of the end item, component, or assembly.

- Range and quantity of support items required to maintain the end item for an initial period of service.
- All repairable contractor off-the-shelf (COTS) items
- All Government Furnished Equipment (GFE) shall be listed as one line entries with no breakdown
- Items of common and special design hardware such as nuts, bolts, screws, keys, washers and fittings
- Electrical and electronic parts such as connectors, contacts, resistors, capacitors, transistors and diodes

3.8.1 Part Numbers

The Contractor shall provide part numbers for Contractor provided A-Kits that are part of the ARC-210 Gen 4 R/T, Gen 6 R/T, RCU, and HPA/LNA as part of the drawing package referenced in paragraph 3.3.1. Aircraft wire harness part numbers and any other type aircraft part numbers will be provided by the A-10 IPT and Engineering.

3.8.1.2 Obsolescence Assessment and a Parts Management Plan (DMSMS) (A049)

As part of the DMSMS report, the Contractor shall provide an obsolescence assessment and a parts management plan for ARC-210 Gen 6 R/T and RCU, and HPA/LNA.

3.8.1.2.1 Depot Stand-Up Support

The Contractor shall provide a White Paper that describes their approach to achieving a Depot Stand-Up solution for ARC-210 RCU, and HPA/LNA anticipated to be repaired in the first order period of this program as part of the technical data package deliverable. The components identified for repair shall include the ARC-210 RCU, and HPA/LNA. The Contractor shall provide a Memorandum of Understanding (MOU) between the Contractor and the Government as to the effort and requirement to support a Depot Repair capability of the ARC-210 RCU, and HPA/LNA. A Partnering Agreement shall be created between the Contractor and the Government as to the level-of-work, who will do the work and what is to be accomplished. An overall strategy/plan shall be created to support the Depot effort and include, but not limited to, identifying all technical data necessary to stand up an AF depot. Also, provide an estimated price associated with providing Government Purpose Rights with a required technical data and a list of tools required for repair. Provisioning requirements, and any Special Equipment requirements shall be provided by the Contractor in support of this effort.

3.8.1.2.2 CSI Inspection Plan

The prime contractor shall develop a CSI Inspection Plan if components are identified as CSI at the FMECA review. This plan shall have specific provisions for demonstrating conformance to CSI requirements which shall be reviewed and approved by the Government. If approved this component shall be included in the critical items list [CDRL A033].

3.8.1.2.3 Prototype Fit Check

The contractor shall conduct a prototype fit check at a location determined by the Government to verify the fit of the ARC-210 Gen 6 components. The prototype fit check shall take no more than three days to complete. If the Hill

AFB A-10 Engineering Development Stand (EDS) is desired to meet this need, coordination is required with either the A-10 SPO Software Branch or the 309 SMXG A-10 Program.

3.8.1.2.4 Test Support

The contractor shall participate in the Trial Vehicle Installs (TVIs). The contractor shall provide email, phone and on-site engineering, integration, and test support for the Systems Integration Laboratory (SIL) test accomplished at Hill AFB, UT if requested by 309 SMXG. The contractor shall support the Government designated Responsible Test Organization (RTO) for the Qualification Test & Evaluation ground and flight tests to verify system operation IAW the SSS. The contractor shall support flight tests as identified.

3.8.1.2.4.1 Hardware Testing

The contractor shall generate Hardware Test Procedures [CDRL A037], Hardware Test Description [CDRL A035], and Hardware Test Report [CDRL A039]. The contractor shall provide an Environmental Qualification Report [CDRL A036], Environmental Test Report [CDRL A036] and Unit Under Test (UUT). The definition of the UUT is ARC-210 Gen 6 assemblies hooked up with the Group A harness setup that includes a section dedicated to the requirements for meeting A-10C qualifications. The contractor shall test the hardware to MIL-STD-810G. The test data, analysis and the results of any simulations shall be available for inspection and review by the Government. The test data, analysis and the results of any simulations shall be available for inspection and review by the Government. The contractor may perform verification through analysis with Government approval. The Government reserves the right to require verification through test if Government deems analysis insufficient.

3.8.1.2.4.2 Electrical Load

The contractor shall perform only two (2) system-level MIL-STD-704A power tests for this task order. The contractor shall run LDC105 and LDC302 in accordance with MIL-HDBK-704A and provide the results in an Electric Load Testing Report [CDRL A038]. The contractor shall ensure the dual system loads on existing inputs will not exceed the capability of existing system signals supplied by the aircraft.

3.8.1.2.4.3 Trial Vehicle Install (TVI)

The contractor shall procure/manufacture, assemble, integrate, and test first 3 trial-install kits, to be followed by 2 kit-proofs/TCTO verifications. The contractor shall note and 'redline' any affected drawing and part lists in the TDP that require changes as a result of information learned from these installations. The contractor shall photograph the installation as required to enhance technical manuals [CDRL A041]. Following the TVIs, using the contractor's Test Plan, the contractor shall be on-site during installation and operational checkout of the radios and report all trial installation kit deficiencies [CDRL A044]. The contractor shall ensure Line Replaceable Units (LRUs) are pre-loaded with test OFP for installation. The 309 SMXG will continue with the system test when the radio test is complete and troubleshoot if necessary.

3.8.1.2.4.4 Acceptance Test Plans and Procedures

The contractor shall prepare ~~provide input to~~ Acceptance Test Procedures for prototype and limited production, hardware [CDRL A037], kit testing and for both ground and flight for the acquired LRUs. The contractor ~~input~~ shall include the test procedure for Pre-Mod and Post-Mod operational ground-tests and a Post-Mod flight test. The Acceptance Test Procedures shall cite existing operational checks contained in the appropriate Maintenance Technical Orders to verify proper installation and functionality of the system. Final responsibility for in flight operational checks rest with the government test organization.

3.8.1.2.4.5 Requirements Traceability

The contractor shall provide a Specifications Requirement Verification Table [CDRL A043] which identifies the requirement and the verification method(s) to be used. Each verification method selected by the contractor will be approved by the Government. Any support needed from 309 SMXG i.e. the SIL will need to be

requested/coordinated in a timely manner to prevent usage conflicts; OFP has priority in usage. Options for verification can include:

- D Demonstration: Defined as a non-instrumented test where success is determined by observation alone. Included in this category are tests that require simple quantitative measurements of dimensions, time to perform tasks, etc.
- T Test: Defined as the verification, by a thorough exercising of the applicable element under appropriate conditions in accordance with test procedures, that a specified requirement has been met.
- A Analysis: Defined as the verification (through the technical evaluation of equations, charts, reduced data and/or representative data) that a specified requirement has been met.
- I Inspection: Defined as a visual verification that the equipment as manufactured conforms to the documentation to which it was designed
- N/A Not applicable

3.9 Production

3.9.1 Kit-Proof/Kit Fabrication

The Contractor shall support kit proof activities of the installation kits for ARC-210 Gen 4 and Gen 6 R/Ts and RCUs, and HPA/LNA on the A-10 aircraft. The location of the kit proof will be accomplished at a location determined by the customer, but shall be located in the continental U.S. (CONUS). Design shall be approved at CDR. On acceptance of First Article and consent of the ACO, the contractor shall proceed with building the remaining kits.

3.9.2 Unique Identification

The Contractor shall comply with MIL-STD-130N (17 December 2007), which covers Unique Identification (UID) (CDRL A043/A044/A027), and MIL-STD-129. The HPA/LNA produced under this contract shall have both Machine-Readable Information (MRI) and human-readable markings based on the criteria provided in this standard. The contractor shall have a thorough understanding of IUID marking requirements, marking equipment, equipment databases and their interfaces, engineering evaluation requirements, verification, data, and configuration management relating to IUID marking. If required, the Contractor shall maintain the IUID tags (markings) on all assets and spares purchased in accordance with DFARS (252.211-7003, 252.211-7007). The Contractor will register each item using the IUID registry, located on the internet with the following link:
<https://wawf.eb.mil>

3.9.3 Support Equipment (SE)

The Contractor shall refer to the Support System Specification when selecting and recommending (common/peculiar) support equipment that is needed to maintain and operate the ARC-210 Gen 6 R/T and RCU, and HPA/LNA. The Contractor will select and recommend common support equipment required to support the 3DA System as much as practical, and will only recommend peculiar support equipment when absolutely necessary. The Contractor's support equipment shall comply with all SRD requirements. The contractor shall consider life cycle cost when selecting the SE/Test, Measurement, and Diagnostic Equipment (TMDE) in concert with the following hierarchy:

- a) Approved United States Air Force (USAF) Common SE and USAF family of Testers – consists of active equipment currently stock-listed and managed within the USAF inventory and applicable to more than one USAF mission design series.
- b) Approved Common DOD Equipment – Consists of active equipment currently stock-listed and managed within a separate branch of DOD armed services (e.g. Navy, Army) and is applicable to more than one system. For a) and b), the contractor shall research via the following sources (at a minimum):
 - a. Defense Logistics Agency Logistics information service PUB LOG-FLIS

- i. <http://www.dla.mil/HQ/informationoperations/logisticsinformationservices/FOIAreading.aspx>
 - ii. <https://www.ihs.com/products/haystack-gold.html>
- c) Modification of Common Equipment – USAF or DOD common equipment modified by the contractor to meet the needs of the weapon system making it peculiar to the weapon system.
 - d) Peculiar Commercial Off the Shelf Equipment – Equipment available on the commercial market that meets technical and logistical requirements for the weapon system and specific to only the weapon system or end item in use with no initial stock-listing.

The Contractor shall identify support equipment (to include automatic test systems, test measurement, and diagnostic equipment) not already in use for the A-10 that will be required to support the operation and maintenance (both organization and depot level) of the ARC-210 Gen 6 R/T and RCU, and HPA/LNA. The Contractor shall provide Logistics Product Data for support and support-related equipment required to field the ARC-210 Gen 6 R/T and RCU, and HPA/LNA as specified in CDRL A045 (Logistics Product Data), including associated drawings and models (CDRL A027). The Contractor shall deliver Calibration Certificates/Reports as specified in CDRL A046 (Calibration Certificate DID DI-QCIC-80798B) for any equipment requiring calibration identified as peculiar ARC-210 Gen 6 R/T and RCU, and HPA/LNA support equipment.

The Contractor shall develop Support Equipment Recommendation Data (SERD) for all SE and TMDE that are required for Government operation and sustainment (to include organic supply and repair) of the ARC-210 Gen 6 R/T and RCU, and HPA/LNA. The Contractor shall identify and document requirements for all identified support equipment by generating and submitting SERD documentation. The Contractor shall deliver the data elements contained in CDRL No. A051 in compliance with GEIA-STD-0007-B, May 2013, paragraph 2.6 Support Equipment Requirements. The combined footprint required for storage, operation, and maintenance of all proposed support equipment shall fit within existing Government facilities.

The Government will require the ability to verify with confidence that the ARC-210 Gen 6 R/T and RCU, and HPA/LNA will properly function on the ground prior to stepping to the aircraft for a go/no go criteria. The exact amount of support equipment required will be determined during the integration phase. No new Government facilities will be constructed for maintenance or storage of the ARC-210 Gen 6 R/T and RCU, and HPA/LNA, to include installation.

These items are to be delivered upon delivery of the first production assets for each respective squadron fielding the ARC-210 Gen 6 R/T and RCU, and HPA/LNA. The number of squadrons to be outfitted with ARC-210 Gen 6 R/T and RCU, and HPA/LNA will be determined by the Government at a later date. The Contractor shall provide the data for the support equipment (see TDP Paragraph 3.3.2). The Contractor shall also deliver a User's Manual for any New Support Equipment as specified in CDRL No. A047.

CDRL Sequence No. A027 Product Drawing/Models and Associated Lists - DI-SESS-81000E

CDRL Sequence No. A045 Logistics Product Data - DI-SESS-81758A

CDRL Sequence No. A046 Calibration Certificate - DI-QCIC-80798B

CDRL Sequence No. A047 Support Equipment User Manual - DI-IPSC-81443

3.9.4 Functional Configuration Audit

The prime contractor shall conduct a Functional Configuration Audit (FCA) with the Government IAW FCA plan and provide an FCA Summary Report [CDRL A044]. Corrective action and an implementation plan for non-conformances identified during the FCA shall be agreed upon. The Government shall approve, or conditionally approve, the results of the FCA prior to accepting the first ARC-210 Gen 6 (First Article Exhibit). Full approval of the FCA shall be required prior to final LRIP acceptance (DD250).

3.9.5 Physical Configuration Audit

The prime contractor shall conduct Physical Configuration Audits (PCA) prior to delivery of the first ARC-210 Gen 6 and provide a PCA Summary Report [CDRL A051]. The prime contractor shall demonstrate to the Government the configuration of the ARC-210 Gen 6, as built, matches the TDP. Corrective action and an implementation plan for non-conformances identified during the PCA shall be agreed upon and approved by the Government. The Government shall approve, or conditionally approve, the results of the PCA prior to accepting the ARC-210 Gen 6 (First Article Exhibit). Full approval of the PCA shall be required prior to final LRIP acceptance (DD250).

3.9.6 Interim Contract Support

The contractor shall provide Interim Contractor Support (ICS) for the ARC-210 Gen 6 R/T and RCU, and HPA/LNA, to be funded on a yearly basis. The Government will require a Test, Tear-down, and Evaluation (TT&E) process to be established to diagnose the problem/issue with the unserviceable LRUs. A report shall be generated that illustrates the reasons/causes for the LRUs malfunction/issue, an itemized list of parts that are required to repair the units and any other costs associated with the repair of the LRU, serial number of the LRU, location from which the LRU came from, Air Force Unit identified from that base location, and a schedule on when that LRU will be fixed for Government review and negotiation/approval of repairs. The Government anticipates that each Air Force Organization will ship unserviceable assets directly to the Contractor for repair. Upon receipt of the unserviceable asset(s), the Contractor shall ship a serviceable replacement asset within 1 business day to the Air Force Organization from which the unserviceable asset(s) came from. The Government will have authority over the disposition of the repaired LRUs.

Repair Records: The contractor shall maintain a repair database for assets repaired under the Interim Contractor Support (ICS) CLIN. The contractor must respond to a failure report entered by the unit or government program office by issuing a Return Material Authorization (RMA) number authorizing the return of the reported failed asset within two business days after the report is entered. After the asset is received at the repair center, and following initial testing and evaluation, the contractor shall update the status of the entry as confirmed and deficiencies shall be annotated by the contractor in repair database to create a permanent repair record. A complete description of the fault and corrective actions taken on the ARC-210 Gen 6 R/T or RCU, or HPA/LNA unit shall be made to create a permanent repair record for the specific unit and its components. The contractor shall also identify the task order in which each individual asset is received through. The government program office shall be granted access to this database throughout the life of the contract.

Shipping: The contractor shall be responsible for providing and funding traceable shipping capabilities to any location listed in Table 1 for repairs under the ICS CLIN. The Government will ship the unserviceable asset to the contractor. The contractor shall be responsible for the shipped assets until final acceptance by the USG. When returning A-10 ARC-210 Gen 6 R/T and RCU, and HPA/LNA components to the USAF, the contractor shall use traceable, standard shipping. The contractor shall maintain control of the asset until shipping guidance is provided by the Government program office. The Government shall be allowed to ship assets in place, if deemed necessary by the Government. Follow-on shipping instructions shall be provided by the government for assets shipped in place as user requirements change. Tracking information such as the FedEx tracking number shall be entered into the associated repair record when provided by the shipping agent. *****Shipping shall be FOB Destination*****

Table 1 - Shipping Locations

Location	DoDAAC
(b)	(5)

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3.9.7 Return Material Authorization (RMA)

Repair Records: The contractor shall maintain a repair database for assets repaired under the Interim Contractor Support (ICS) CLIN. The contractor must respond to a failure report entered by the unit or Government program office by issuing a Return Material Authorization (RMA) number authorizing the return of the reported failed asset within two business days after the report is entered. Upon receipt of the unserviceable LRU(s), the Contractor shall ship a replacement LRU(s) to the Air Force Organization of origin within one business day.

After the asset is received at the repair center, and the Test, Tear-down, and Evaluation have been completed the contractor shall update the status of the entry as confirmed and deficiencies shall be annotated by the contractor in repair database to create a permanent repair record. A complete description of the fault and corrective actions taken on the ARC-210 Gen 6 R/T or RCU, or HPA/LNA unit shall be made to create a permanent repair record for the specific unit and its components. The contractor shall also identify the task order in which each individual asset is received through. The government program office shall be granted access to this database throughout the life of the contract.

3.9.8 RMA Process Overview

This section is intended to illustrate a general understanding of the Government desired process for the Return Material Authorization process flow. This process shall be adaptable to change/improvement throughout the life of the contract. The RMA process will be initiated by an Air Force Organization submitting a completed RMA form (web based or PDF) with all required information provided to a Government System Program Office (SPO) representative. The required information shall include but is not limited to:

- Air Force Organization location – EG: Davis-Monthan AZ, building address
- Air Force Organization Unit name – EG: 355 FW/345 FS
- Part number serial number from the LRU(s)
- General description of errors or failure reason
- Date malfunction occurred

The SPO representative will evaluate the form and submit the RMA Authorization request to the Contractor's web based database. Within two business days, the Contractor shall issue a Return Material Authorization (RMA) number and shipping address for the Air Force Organization to ship the unserviceable LRU(s) for Test, Tear-down, and Evaluation to the SPO representative. The SPO Representative will forward the RMA number and a Government Transportation Account Code (TAC) for the Air Force Organization to ship the unserviceable LRU(s) to the Contractor. Upon receipt of the unserviceable LRU(s), the Contractor shall ship a replacement LRU(s) from the spare rotatable pool within one business day. Once repairs are completed on the unserviceable LRU(s) the Government shall have disposition authority to either ship the repaired LRU(s) to a location, or to be placed back into the spares rotatable pool. Shipping for the replacement LRU(s) from the rotatable pool shall be included in the cost of the Test, Tear-Down, and Evaluation cost of the unserviceable LRU(s).

3.9.9 Packing of deliverables

The contractor shall pack modification kits in accordance with Appendix D, MIL-STD-2073-1E with marking and labeling per MIL-STD-129R. Preservation and packing data and any special packing instructions (SPI) for parts and equipment packaged by the contractor will be in accordance with MIL-STD-2073-1E. The contractor will use the Container Design Retrieval System (CDRS) search request on the Air Force Packaging Technology and Engineering Facility website at Wright-Patterson AFB, <https://www.wpafb.af.mil/units/afptef/> in order to identify any applicable containers or designs in the Government System. This will preclude the design of new specialized containers when suitable one are already in the system. The A-10 SPO will provide kit numbers for the Group A and B kits.

CDRL Sequence No. A045 – Logistics Product Data - DI-SESS-81758A

CDRL Sequence No. A048 – Special Packing Instructions (SPI) - DI-PACK-80121C

3.9.10 Production Kit Delivery

The Contractor shall deliver all installation A-kits to building 849 at Hill AFB using DODAAC FB2029 (5851 F AVE BLDG 849W, Hill AFB UT, 84056) unless otherwise coordinated. Delivery shall include copies of the DD Form 1348-1A and a signed DD Form 250 for each kit. Upon delivery of the kits, the receiving tech will confirm that the 1348's match the labels on the kit boxes and sign for the delivery.

3.9.11 Warranty

The Contractor shall provide Installation Warranties, with a minimum standard warranty for the HPA/LNA. The Contractor shall bare all costs associated with warranty repair/replacement issues, including shipping to and from the field, beginning on installation. The Contractor shall provide a warranty plan explaining management and detailed terms of warranty requirements/actions. All HPA/LNA components, wiring harnesses, helmet equipment, and support/maintenance equipment shall be covered by the standard warranty.

4.0 Training

The Contractor shall provide training plans for the aircraft maintainers and pilots training on the ARC-210 Gen 6 R/T and RCU, and HPA/LNA. These plans shall be reviewed and approved by the Government prior to fielding. The contractor will use the approved training plans to train maintainers and pilots at each base during the ARC-210 Gen 6 R/T and RCU, and HPA/LNA fielding.

4.1.1 Maintenance Training Curriculum (A050)

The Contractor shall provide maintenance training curriculum to support flight test and fielding. The Contractor shall incorporate lessons learned and updates into the curriculum and provide final maintenance training curriculum concurrent with the first production hardware and software delivery for use by Air Education and Training Command, to familiarize maintenance personnel with the ARC-210 Gen 6 R/T and RCU, and HPA/LNA.

4.2 PERIOD OF PERFORMANCE

The period of performance shall be identified for each CLIN within the contract.

4.3 PROGRAM SUMMARY

The contractor shall provide a Program Summary/Integrated Program Management Report (IPMR) [CDRL A005] to all work accomplished under this PWS, including significant technical accomplishments, problems encountered, solutions implemented, recommendations for improvement, and a comparison of planned schedules and costs with final performance.

4.4

CDRL Summary Table 1

CONTRACT DATA REQUIREMENTS LIST (CDRL)		
Data submittals resulting from this proposal will be delivered in accordance with the following CDRL items; contractor format is acceptable. However, individual task/delivery orders may prescribe data items not listed here or require additional information to conform to Gov't requirements with regard to depth of content, format, frequency of submittal, preparation, control, or quality of the data item. All CDRLs are "government approval required" unless otherwise negotiated at the task/delivery order.		
Sequence	Data Item Designator (DID)	Title

A001	DI-MGMT-80441C	Government Property Inventory Report
A002	DI-ILSS-80368A	Status Report
A003	DI-ADMIN-81505	Report, Record of Meeting/Minutes
A004	DI-ADMN-81249B	Conference Agenda
A005	DI-MGMT-81861A	Integrated Program Management Report (IPMR)
A006	DI-MGMT-81737	Implementation Plan
A007	DI-SESS-81785A	Systems Engineering Management Plan (SEMP)
A008	DI-CMAN-80858C	Supplier's Configuration Management Plan
A009	DI-SESS-81646B	Configuration Audit Plan
A010	DI-SAFT-81563	Accident Incident Report
A011	DI-ENVR-81840	Programmatic Environmental Safety and Health Evaluation (PESHE) Plan
A012	DI-QCIC-81187	Quality Assessment Report
A013	DI-SESS-80789A	Quality Assurance Provisions (QAP)
A014	DI-SAFT-80102C	Safety Assessment Report (SAR)
A015	DI-MISC-81579	Digital Imaging
A016	DI-MISC-82104	Site Survey Report (SSR)
A017	DI-ATTS-80281A	Test Program Set (TPS) Integration Logbook
A018	DI-SESS-81495A	Failure Modes, Effects, and Criticality Analysis (FMECA) Report
A019	DI-MISC-80508B	Technical Report–Study/Services
A020	DI-SESS-81497	Reliability and Maintainability Predictions Report
A021	MIL-A-8870C	Airplane Strength and Rigidity Vibration, Flutter, and Divergence
A022	MIL-STD-202-311	Method 311, Life, Low Level Switching
A023	DI-MGMT-81501A	Weight and Balance Report for Aircraft
A024	DI-MGMT-82191	Cybersecurity Vulnerability Report
A025	DI-SESS-81766	Airworthiness Specification
A026	DI-SESS-81768	Airworthiness Certification Criteria Report
A027	DI-SESS-81000E	Product Drawings/Models and Associated Lists
A028	DI-MGMT-80479	Time Compliance Technical Order (TCTO) Status Report

A029	DI-SESS-80776B	Technical Data Package
A030	DI-SESS-81121	Baseline Description Document
A031	TM-08-01Q	Technical Manual Contract Requirements, TMCR
A032	DI-SESS-81715	Provisioning Parts List (PPLs)
A033	DI-SAFT-81933	Critical Safety Item Inspection and Material Certification Report
A034	DI-ATTS-80282B	Test Program Set (TPS) and Operational Test Program Set (OTPS) Acceptance Test Procedures (ATPs)-
A035	DI-NDTI-80566	Test Plan
A036	DI-ENVR-81014	Environmental Stress Screening Procedures and Implementation Plan
A037	DI-NDTI-80603A	Test Procedure
A038	MIL-STD-704A	Electric, Power, Aircraft, Characteristics and Utilization of
A039	DI-NDTI-80809B	Test/Inspection Report
A040	DI-MISC-81283	Specification Requirement Verification Matrix
A041	DI-SESS-81646B	Configuration Audit Plan (Calls out FCA)
A042	DI-SESS-81646B	Configuration Audit Plan (Calls out PCA)
A043	DI-MGMT-81803	Marking Plan
A044	DI-MGMT-81804A	Marking Activity, Validation and Verification Report
A045	DI-SESS-81758A	Logistics Product Data
A046	DI-QCIC-80798B	Calibration Certificate
A047	DI-IPSC-81443	Support Equipment User Manual
A048	DI-PACK-80121C	Special Packing Instructions (SPI)
A049	DI-MGMT-81948	Diminished Manufacturing Source & Material Shortages (DMSMS) Plan
A050	DI-ADMIN-81373	Presentation Material – Training Curriculum

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4.5

Services Summary Table 2

Performance Objective	PWS Ref.	Performance Threshold
Develop, adhere, and maintain an Integrated Master Schedule (IMS)	3.2	Team Addx shall stay within ten (10) business day of the schedule critical path set forth in the IMS unless re-baselined in agreement with the SPO PM and GSA ACO in a scheduled PMR.
Develop and Provide Agenda, Presentation Materials and Minutes	3.2.2	Team Addx shall provide draft presentation materials and agenda ten (10) working days prior to scheduled presentations. Minutes of reviews, TIMs and meetings ten (10) working days after the event.
Data/Drawings Deliverables	3.4.1.2	Team Addx shall deliver all data 30 working days prior to milestones outlined on 1423 CDRLs. Required data deliverables IAW schedule requirements.
A-Kit material	2.2	Team Addx shall deliver all kitting materials complete and on time IAW schedule requirements